

**Minutes of the Public Works Committee
September 11, 2008**

Chair David Swan called the meeting to order at 8:30 a.m.

Committee Members Present: County Board Supervisors David Swan (Chair), Walter Kolb, Pamela Meyer, Peter Wolff (arrived at 9:03 a.m.; left at 10:50 a.m.), John Pledl, Pauline Jaske and Peter Gundrum (arrived at 8:50 a.m.).

Also Present: County Board Chief of Staff Mark Mader, Director of Public Works Rich Bolte, Business Manager Betsy Crosswaite, Public Works Staff Member Burt Kalister, Principal Assistant Corporation Counsel Debbie Price, Architectural Engineering Technician Mike Wells, Building Operations Supervisor Scott Miller, Park System Manager Duane Grimm, Airport Manager Keith Markano, Airport Operations Assistant Kurt Stanich, Legislative Associate Karen Phillips, Freeman Reporter Joe Petrie, Clerk of Circuit Court Carolyn Evenson, Supervisor Janel Brandtjen, Sheriff Dan Trawicki, Senior Civil Engineer Kevin Yanny, Engineering Services Manager Gary Evans, County Executive Chief of Staff Allison Bussler, Landscape Architect Jason Wilke, and Landscape Architect Ken Keeley.

Consider Offer to Purchase Excess Parcel of Land on Pewaukee Road (Parcel 45)

Kalister explained the previous offer on this parcel backed out because of issues with the driveway length requirements. The offer is for \$55,000, which is the asking price. The property has been for sale since 2005. Price stated that the terms are consistent with the requirements; an ordinance adopted in 2005 (160-11) allows for the sale of this property.

MOTION: Jaske moved, second by Kolb, to accept the offer to purchase (Parcel 45) for \$55,000, and to allow Public Works Director Rich Bolte to sign the offer of acceptance. Motion carried 5-0.

Review and Consider Capital Projects in the Proposed 2009-2013 Plan for which the Committee has Budget and Policy Oversight:

Swan asked that any questions regarding a specific item be held until after the item is presented. If it becomes a detailed discussion, the discussion could be deferred until all of the items have been presented. Any advisory motions would be taken by Swan to the Executive Committee for their consideration.

Public Works Highways and Buildings (Items 1-31)

Item 31 was taken up first because Supervisor Brandtjen was present to speak regarding this project.

Item 31 CTH K Rehabilitation (132nd to 124th) – Bolte explained that this is one of two new projects in the Capital Plan. He reviewed the history of this road and its transfer in becoming a County highway. He stated the concrete pavement is in very poor condition. An agreement was worked out to cost share this project. The Village of Butler will put up the money upfront and complete the project. The County will reimburse them 2/3 of the cost up to \$500,000, in 2012. The Village of Butler would begin the project next year; the County will approve the plans and specs and inspect the work done to make sure it is up to standards. Bolte stated this has been done before when the community wanted to accelerate a project. Supervisor Brandtjen spoke in support of this project. She added that Butler is paying for the parking lanes, and the total project cost is closer to a cost of \$750,000. It is the main, downtown road in Butler, and the residents, Village Manager and business community are supportive of this rehabilitation. Pledl voiced his support for this project.

Item 1 Courthouse Lobby Modifications – Bolte stated that an architect was hired for budget and concept work regarding the Courthouse Lobby Modifications. He stated they are asking to delay the project because the projected cost is just not feasible. The 2008 budget and concept report recommended large projects with prices (\$3 million) considered as beyond the realm of acceptability from a cost standpoint. Bolte stated they will do more work internally in an effort to come up with a more reasonable alternative and would come back to ask for the funding of a project in a future budget.

Gundrum arrived at 8:50 a.m.

Item 2 Courts Project Secured Corridor – Bolte stated this project recommendation is to build the secured connector that would allow the transport of persons in custody from the jail into four more courtrooms without taking them through the public hallways. Two courtrooms are already connected directly to the detention facilities. This project would add four additional connections, two on the first floor and two on the second floor. Bolte handed out renderings of this project, designed by Cerreta. Cerreta continued by explaining the details of the conceptual drawings.

Kolb asked if the tower was part of the initial concept when the jail was built. Bolte stated this is a new idea, as part of the connector. The prisoners can be transported to the holding cells and held there for a court appearance. Bolte stated the reason for this project is solely to keep people in custody out of the public hallways because it is a security concern. The Sheriff has stated that he does not intend to continue to transport people in custody through public hallways. He believes it to be a security risk. Though there has not been an incident so far, there is the potential. Kolb asked whether connector would still be functional with any possible future renovations of the courthouse. Bolte stated the connector could continue to function if we built the Kimme Addition. If we continue to keep the courtrooms in service, it would continue to function to bring prisoners into those courtrooms. It is not by any means a throw away. Pledl asked if the Sheriff and the Chief Judge have seen this concept. Bolte stated that both the Sheriff and the Chief Judge have seen it.

Bolte stated they are anticipating another \$300,000 in study and design. Cerreta added that this project, if approved by the County Board, moves ahead next year. The design fee should be in about the \$115,000 range, and the total project cost would be about \$2 million.

Item 3 Courthouse Future Study – Bolte stated that Public Works would like to do a major renovation project for the Courthouse and make a number of improvements to bring it up to current codes. Bolte stated that he believes this building should be kept in service, but it is going to need some major work. These major renovations would extend the usage of the Courthouse for about another 50 years. Bolte stated that Administration supports the renovation; however, others feel differently. Bolte emphasized that because this is one of the most monumental decisions this Board will ever have to make, it is appropriate to spend money to study in detail the options of renovating the Courthouse to get through another 50 years, or to build a brand new Courthouse. He explained that this project proposes that a very detailed study be done, beginning in 2012. He estimated the cost of renovation in the \$20 million range and building a brand new courthouse in the \$50-\$60 million range. He added that because this is such a significant decision, it is appropriate to spend this amount of money on a very comprehensive study of those alternatives.

Mader pointed out there are a number of projects that have to do with maintaining the courthouse that would be deferred because of this study. He explained the study does not go on to authorize the \$20

million for the complete rehab, or the \$50 million for a new courthouse. It would give a recommendation as to what would be better on a cost benefit basis.

Wolff arrived at 9:03 a.m.

Swan asked how much has been spent in the last three to four years with the focus of keeping this building for another fifty years. Bolte stated they continue to keep the building in service, so they have installed boilers and chillers; however, the piping system that carries the cold and hot water will be fifty years old, and they do spring leaks and will need to be replaced. The air-handling project (#4), which is being proposed for deferral, could run \$3-\$6 million. Money has been spent in renovating the courtrooms over the last ten years. Bolte stated they are envisioning emptying the Courthouse for about 18 months during the renovation project. The projected cost includes renting space, moving, etc. He added that Courthouse building does not have any sprinkler system, which is another cost to be considered. Jaske asked why we are waiting three years to do this study. Bolte stated they were not going to propose renovation of this building until the HHS building is done, about 2015-2016.

Gundrum questioned the necessity of the study, considering the significant costs. Bolte stated that if the analysis could be done for less, they would; however, it is justified based upon the size of consultant study and the amount of work involved to satisfy the questions of the decision makers. He added that since Administration is biased in favor of renovation, an outside study, blind of those biases, would be appropriate.

Item 4 Courthouse AHU Replacement – Bolte explained this item is being proposed for deferral because it would be included in a major renovation project.

Item 5 Third Floor Courthouse, Fireproof and Ceiling - Bolte explained this item is being proposed for deferral because it would be included in a major renovation project.

Item 6 Health and Human Services Building – Bolte explained the money update of this project. Each time they look at this project in more detail, they get a more refined cost in today's market.

Item 7 Northview Upgrades – As planned.

Item 8 Campus Fire Alarm Upgrades – Bolte stated they are recommending deletion of this project. Efforts will be made to find ways to accomplish this project in a more cost effective way.

Item 9 Medical Examiner Expansion – As planned.

Item 10 Juvenile Center Boiler/Controls – Bolte explained the change in scope for this project, proposing new hot water boilers and adding new controls. Presently the gas usage in the building is out of control because of the existing boilers. Jaske asked whether a cost analysis was done. Bolte stated that Keckeisen had done an analysis and the payback would be well within a 10-year period.

Item 11 Law Enforcement Center HVAC – Bolte explained the existing HVAC system runs domestic water (City of Waukesha) through its chillers; the water is then dumped into the sewer system. This project would replace the existing units with equipment using air-cooled condensing units. Kolb questioned why the building was designed with that type of system. Bolte explained that it was a value engineering change, which reduced the costs in the short term. Discussion continued regarding the

approach of short-term savings versus the long-term costs. Jaske stated that the Committee should be given an opportunity to make a decision on such issues in the future.

Item 12 UW-Boiler, Chiller and Controls Replacement – Bolte explained this new project, with budget and concept scheduled for 2011 and construction in 2013-2014. Bolte clarified that these are the County's initiatives, not the UW System's initiatives.

Item 13 Highway Water Line Loop – Bolte explained that in the process of putting in the new water line for the storage building at the Highways Ops Center, the Waukesha Water Utility (WWU) made them aware of the DNR code, which requires WWU to loop water mains whenever possible. There are presently a number of dead end mains and it was recommended that the system be looped for better fire protection.

Item 14 Radio Services Building Expansion/Renovation – Cerreta explained the increase in cost of about \$500,000. Tuma and staff have identified several items to be added to the total project, including an internal generator room, a protected outdoor mechanical area and a secured lobby area. Discussion continued with review of the Radio Services Building Remodeling and Addition diagram. The project would include an upgrade to the building sheet metal exterior to protect from weather damage and forcible entry.

Gundrum requested to have further discussion on this project, in particular the proposed secured lobby area. Bolte stated that Tuma would be able to provide more detailed information on this project, which he is scheduled to present at the Executive Committee meeting on September 15, 2008. Swan stated this item would be pulled for further discussion.

Item 15 Communications Center Expansion – Bolte explained that this project is delayed from the time frame in which it was originally proposed. Jaske questioned the plan of the expansion to meet the needs for only ten years. Bolte stated it is known how big the building needs to be if all of the communities join the Communications Center, but it is uncertain who will join and when. Kolb suggested that this project be delayed until such time that the future needs are known.

Item 16 CTH VV, Marcy-Bette Drive – This project is as planned.

Item 17 CTH Y, I-43 – CTH I – This project is as planned.

Item 18 CTH L, CTH Y to Moorland Road – This project is as planned.

Item 19 CTH O, CTH I to Hackberry Lane – This project is as planned.

Item 20 CTH P, Bark River Bridge & Approaches – This project is as planned.

Item 21 CTH TT, USH 18-Northview – Bolte stated the recommendation is to delete this project until an agreement is reached with the State DOT. Swan asked for a recommendation as an alternative because there is much support for this project in Waukesha County. Bolte stated the City of Waukesha is also in support of this project. Wolff stated we should keep it as deleted and send a message to Madison, emphasizing why it is being deleted. Wolff added that our citizens need to know why this project is being delayed. Bolte concluded by stating that the lines of communication remain open and he remains guardedly optimistic at this time.

Item 22 CTH D, Calhoun Intersection – This project was cut back from the original plans, which included a large portion of Cleveland Avenue, to first address the intersection problem at Cleveland and Calhoun. It is hoped this project will be done in conjunction with the City of New Berlin. The project will include an upgrade to widen the roadway to four lanes with additional turn with turn lanes at the intersection.

Item 23 CTH VV, CTH Y to Marcy Road – This project is as planned.

Item 24 CTH CW, Ashippun River Bridge – This project is as planned.

Item 25 Bridge Aid Program – This project is as planned.

Item 26 Culvert Replacement Program – This project is as planned.

Jaske asked Bolte to clarify Item 25 and Item 26 as to whether this money is set aside for projects as a need arises. Bolte stated that The Bridge Aid Program (25) is done because the State requirement to fund township bridges at a 50/50 rate and the Board has chosen to do the same for municipalities. The Culvert Replacement Program (26) is a County program to replace culverts that are too small to be bridges but still large enough to require capital money.

Item 27 Signal Safety Improvements – Bolte stated there are no new projects for 2009; in 2008, three projects were proposed over the next two years (Y & Kelsey, Springdale & Barker, and Barker & North). Kolb expressed his contention regarding the Barker & North project. Barker road is long overdue for four lanes; it is not being done and there is opposition to it. His concern is that reworking Barker Road and North Avenue for signals, in the long run, is not the most efficient way of spending money when the real solution is to rebuild the road. Bolte stated he does not disagree; however, sometimes the best place to start is where the bottleneck is, and as money becomes available, address the other issues. There are huge backups at the four-way stop intersection of Barker and North, especially at rush hours, and it needs to be addressed. A public information meeting was held and citizen comments are still being gathered.

Wolff stated he often drives through Springdale and Barker Road very regularly. He asked whether there is there any precedent for putting a temporary stoplight at Barker and North when the Springdale bridge is done next year to alleviate the traffic increase. Bolte stated it is possible, but without separating the right and left turns, he doubted it would produce any improvement over the four-way stops.

Swan pulled this item for further discussion.

Item 28 Repaving Program 2007-2012 – Bolte stated nothing has changed on this project other than the money update. Jaske asked how many miles of roadways the County has, considering the Public Works Department goal of paving approximately 20 miles of roadway per year. Bolte stated he believes it to be 399.33 miles. Bolte stated that they are in about a 15-20 year cycle of new paving, some of which is done as a part of construction/reconstruction projects.

Item 29 Repaving Program 2013-2017 – Bolte stated this is a continuation into the next years of the capital plan for repaving.

Item 30 CTH F Rehabilitation (I-94, STH 190) – Bolte stated this new project involves pavement rehab on CTH F (the old STH 164), south of STH 190. Jaske inquired if the repaving can wait until 2013, noting

the present poor condition. Bolte stated the road may be unpleasant to drive on, but it is not unsafe and will not get much worse before that time.

Discuss and Consider Ordinance 163-O-036: Repeal And Recreate Waukesha County Code Of Ordinances, Section 7-15 To Update Bidding Amount Minimums

Wells explained this ordinance to bring the Waukesha County Code to meet the current State Statutes for minimum limits for public bidding, and some of the changes in code numbers. Bolte added this is basically an update of our code to match State law.

MOTION: Jaske moved, second by Kolb to approve Ordinance 163-O-036. Motion carried 7-0.

Discuss Future of Rental Property 1110 Northview Road

Bolte explained his position that ownership of rental property is not part of the core mission of the Public Works Department. He explained that properties were inherited because of a land transaction years ago. Bolte restated his opinion that when a rental property is vacated by a tenant, the property needs to be evaluated to see if it makes sense for Waukesha County to keep ownership of it, or if it should be demolished. The property at 1110 Northview Road is now vacant. It has been inspected and found to be in poor condition. It would take \$70,000-\$100,000 to bring it up to standards. Bolte said he is recommending moving forward to demolish the house, and asked the Committee for approval. Bolte distributed photographs depicting the condition of the house.

Wolff, being a member of the County Fair Board, asked if consideration was given to renting the house to the Waukesha County Fair Association. Bolte stated that if it were rented to an organization, ADA requirements must be complied with, and that becomes cost prohibitive. Bolte stated the house next door was demolished last year. Another house was remodeled with a CDBG grant several years ago, and provides transitional housing for people coming out of AODA treatment. Gundrum inquired what the cost of demolition would be. Bolte estimated the cost at about \$10,000, including asbestos removal. Meyer asked how much income was received for the rental. Wells stated they were receiving about \$900 month.

Swan questioned if an ordinance would be brought forward on this issue and go to the Board, or would the Committee decide on the demolition. Bolte stated it would be done by decision of the committee alone. Swan asked if there were any requests from other County departments for use of the house. Bolte stated he has not solicited any, nor has he heard of any. Discussion continued regarding other alternatives to demolition of the house. Kolb concurred that it does appear to be in bad condition. Bolte stated the Public Works funds need to focus on their core missions, not rental properties. Swan stated he agreed with that philosophy but suggested not deciding on this issue today, in that there may be input from others to consider.

Mader stated the issue of demolition could be agendaized for discussion, consideration and vote at a future meeting. Swan agreed in that it would allow more time for additional input and information to come forth.

Item 27(Continuation of Discussion): Bolte stated that as long as these roads remain County roads, the intersections need to be addressed. Barker Road has enough traffic to justify the improvement of that intersection from a four-way stop to some higher level of intersection control. North Avenue will also need widening at some point in the future. There is enough traffic in the City of Brookfield in that area to justify that this intersection improvement is needed and is appropriate.

Swan asked about delaying the Barker Road project. Evans explained they are projects that are brought before the committee every year, and these are the top three on their list. Evans explained that high traffic volumes necessitate the need for the improvements. Meyer asked about the timing of the Barker and Springdale Projects, being that they are both North/South roads.

Evans stated that much work has already been done on these projects and they are progressing. A consultant is doing the design for the Barker/North intersection. He stated they have held public meetings and the public is being informed on the progress. They are gaining feedback on roundabout versus traffic signal at that location. Evans explained that a roundabout is designed for Y & Kelsey, land is being acquired and construction will begin in the Spring. They have also worked on the design for Springdale and North. All of these projects are at an advance stage. Swan stated he understands that, but he does not know if we have a consensus on these issues. Swan further stated that Public Works can make a recommendation from an engineering standpoint, but the Supervisor's job is to keep the public informed of what is going on and try to sell them on the recommendations. Evans explained that they have been holding public informational meetings for that purpose, and garnering feedback from those meetings by way of phone calls, letters and correspondence. That feedback has factored in to the decisions being made. Bolte then distributed a list of the prioritized traffic signal candidates for upcoming projects.

Item 14 (Continuation of discussion) Mader stated he was not able to reach Tuma for further information. Mader reached Chris Petterson by phone and attempted to answer Gundrum's concerns by explaining the need for the secured lobby and preventing access to the Center's generators and equipment. It is a basic lobby for customers, visitors and the public, and it is a security issue. Gundrum wanted more information regarding the details and price of the project. He asked Swan to update him on the discussion of this item, which would take place at the Executive Committee meeting on Monday, September 16.

Item 50 Asset Management Conversion – Bolte explained this project is deleted and combined with Item 51.

Item 51 Asset Management System – Bolte stated that asset management is very important to the Public Works Department. The system will look primarily at the highway and building assets, which are fixed capital assets. This project is in the implementation phase of evaluating packages that can address the needs of Public Works as well as Parks and Land Use.

Pledl left at 10:33

Approve Bids Relative to the following Department of Public Works - Facilities Management Projects:

Emergency Electrical Feeder to Courthouse IT Server Room

MOTION: Jaske moved, second by Kolb to approve the bid by Dnesco Electric for the Emergency Electrical Feeder to the Courthouse IT Server Room for the lump sum amount of \$63,037.00. Motion carried. 6-0

Pledl returned at 10:37 a.m.

Waukesha County Highway/Fleet and Four Sub-Stations - Lighting and Controls Upgrades

MOTION: Wolff moved, second by Jaske to approve the bid by Dnesco Electric for the Waukesha County Highway/Fleet and Four Sub-Stations - Lighting and Controls Upgrades for the lump sum amount of \$154,351.00. Motion carried 7-0.

Waukesha County On-Campus Facilities - Plumbing Fixture Water Conservation Upgrades

MOTION: Gundrum moved, second by Pledl, to approve the bid by Faust Company for the Waukesha County On-Campus Facilities - Plumbing Fixture Water Conservation Upgrades for the lump sum amount of \$59,790.00. Motion carried: 7-0.

Three Building Masonry Restoration Projects: Administration Center, New Berlin and North Prairie Sub-Stations

MOTION: Kolb moved, second by Wolff, to approve Base Bid No. 1 (Administration Center) by R.D. Woods for the lump sum amount of \$89,300.00. Motion carried: 7-0.

MOTION: Wolff moved, second by Jaske, to approve Base Bid No. 2 (New Berlin Sub Station) by Custom Restoration for the lump sum amount of \$24,815.00. Motion carried 7-0.

MOTION: Jaske moved, second by Wolff, to approve Base Bid No. 3 (North Prairie Sub Station) by R.D. Woods for the lump sum amount of \$15,662.00. Motion carried 7-0.

Wolff left at 10:50 a.m.

Review and Consider Capital Projects in the Proposed 2009-2013 Plan for which the Committee has Budget and Policy Oversight: Airport (Items 32-37)

Item 32 Master Plan Update – Markano explained that the plan must be updated to comply with the Federal recommendations for updating the Airport Master Plan every 10 years. The project is requested for 2012. Meyer asked who does the Master Plan. Markano stated it will be put out for bid, since they received State and Federal aid for it.

Item 33 Airport Maintenance & Snow Removal Equipment Building – Markano stated this project is as planned. Gundrum voiced his concerns about the cost of a new building. Markano explained the existing building was built in 1967, prior to the physical and operation growth at the airport. There are several code issues with the old building. The recommendation was for a new building to be constructed. The old building would come down. Witkowski stated there is sufficient Airport fund balance (\$800,000) to cover the project. To address Gundrum's concerns, Witkowski explained that replacement of the existing building was not tied to the earlier decision about acquiring the additional snow equipment.

Item 34 Taxiways C & D Repair & Lighting – Markano explained these taxiways are the oldest pavement sections within the airport other than the north ramp. The pavement has become distressed and it is in need of repair. He explained the delay because no Federal funding was released.

Item 35 Runway 10/28 Rehabilitation – Markano stated this project was originally scheduled for 2012, but they would like to move it up one year to coordinate it with the runway area safety project. This would

help minimize disruption from runway closures. Markano explained the cost update of \$10,000 added to reflect materials and operating costs for construction.

Item 36 Airport Gate Redesign – Markano explained this new project. He stated that last year there were three incidents of vehicles piggybacking through the gates in the southeast area of the airport and ultimately ending up on the runway. The FAA reviewed procedures and operations at the airport to find out why this was occurring and how to correct the situation. This project is a result of the recommendation of the FAA. Stanich added that this type of gate design is effective at Milwaukee's Mitchell Airport.

Item 37 Pavement Rehabilitation South T-Hangar and N Ramp – Markano explained this new project to replace failing pavement surrounding hangar doors. In 1990's the pavement was replaced but stopped 3 feet from the hangars. The extreme winter weather caused worsening of the pavement conditions.

Meyer commented that the previous tour of the Airport was very beneficial by providing visualization of these projects and was a valuable means of gaining a better understanding of the issues.

Approve Bids Relative to the following Parks and Land Use Projects:

Project 200324 Lake Country Trail Phase III:

MOTION: Gundrum moved, second by Jaske, to approve the bid for the Lake Country Trail Phase III by Wolf Paving in the amount of \$563,132.60.

Grimm explained this project to construct an asphalt paved trail from the current west end of the Lake County Trail just east of Sawyer Road to Roosevelt Park in Oconomowoc. Due to possible relocation issues because of Sawyer Road interchange, the portion of the trail between CTH B and Sawyer Road would be built in 1/4" crushed stone. Grimm provided a handout depicting a map of the existing and proposed trail.

Motion carried 6-0.

Juvenile Center Parking and Sidewalk Improvement

Grimm explained this ongoing pavement management program of the County campus and Park areas. The work at the Juvenile Center includes improving handicapped parking, installing an accessible sidewalk from the Jail to the Juvenile Center, finishing the parking lot south of the Juvenile Center and resurfacing the basketball court. There is a current balance of \$301,500 in the pavement management fund.

MOTION: Jaske moved, second by Gundrum to approve the bid by Payne & Dolan in the amount of \$158,920. Motion carried 6-0.

Approve Minutes of August 14, 2008

MOTION: Jaske moved, second by Gundrum, to approve the minutes of August 14, 2008.

Motion carried: 6-0.

Future Agenda Items

- Discussion of North/South Roads (SR/ Springdale Road)
- Approval of demolition of building at 1110 Northview Road

Future Meeting Dates

- October 2
- October 16

MOTION: Jaske moved, second by Meyer, to adjourn the meeting at 11:40 a.m.
Motion carried 6-0.

Respectfully submitted,

Peter Wolff
Secretary